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A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
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with which is incorporated the
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Hongkong, 18th November, 1906. [a17]

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Hongkong, 18th December, 1906. [a227]

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Hongkong, 8th August, 1905. [a264]

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Hongkong, 19th December, 1906. [a34]


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Hongkong, 13th December, 1906. [a2265]

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Hongkong, 15th October, 1906. [a1917]

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[a2201] THE MANAGER.

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A CHINESE CLERK AND DRAUGHTS-
MAN in the Sanitary Department.
Salary—\$480 to \$660 by \$60 annually.
For Particulars apply to the Secretary,
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J. M. ATKINSON, P.C.M.O.
Hongkong, 25th December, 1906. [a2340]

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Hongkong, 13th December, 1906. (3)

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Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but as evidence of good faith, all letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for advertisement space should be sent to the Editor, and not to the printer, after that hour the supply is limited. Only supplied for Cash.

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DEATH.

On December 27th, at Victoria Hospital, Barker Road, Peak, Miss Dorothea, youngest daughter of Mr. Simeon Dimpelby Seton (of Messrs. Phoenix B. & Co.), aged 15 years. Deeply regretted. (Funeral and Shanghai papers please copy.) (257)

HONGKONG OFFICE: 10A, DES VUEX ROAD, CL
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 28th, 1906.

Those who study the list of the names of the members of the Royal Commission which has been appointed to investigate the complicated subject of shipping "rings", as it appears elsewhere in this issue, will admit to begin with that it is fairly strong and representative. It needs to be so, for the involved nature of the enquiry these gentlemen have to make becomes at once apparent when we come to reckon up the wide and varied interest that will come under their purview. To the disinterested reader the composition of the Commission will seem fairly balanced, the shipping interests concerned having efficient representatives in Lord Inverclyde, of the Cunard Line, Mr. PHILLIPS, of the Royal Mail Steam Packet Company, and others, also well known to the shipping world, traders including Sir HUGH BELL and Sir WILLIAM LEWIS, and the inevitable official element. But even assuming there be room for some discontent on one or other of those heads, we take it for granted that the Chairman nominated will be welcomed by all concerned. Mr. ARTHUR COHEN is a King's Counsel and Judge of the Cinque Ports, and his judgment ought to be mature, in view of his years and experience. Born seventy-six years ago, and standing Counsel for Cambridge University for the last twenty-eight years, Mr. COHEN has had great

opportunities of acquiring the peculiar fitness with which he is credited. He was one of the Counsel engaged in the Alabama Arbitration, a member of the Royal Commission for Unseaworthy Ships and of the Royal Commission on Trade Unions, and has figured at the Hague International Court of Arbitration. Judicial impartiality and competent opinion may therefore be confidently counted on so far as the Chairman's share in this awkward enquiry goes. We say awkward, because the matter bristles with opposing points of view, and in every case the issues and interests are large. British trade and colonial trade are affected, and trade of course means both shipping and shippers, cargo-carriers and consignors and consignees. The practice of giving rebates to special classes of customer is not the only serious matter for debate. Though so far the agitation has originated in other colonies and in other parts of the world, Hongkong and the Far East generally are keenly interested, and will look forward to possible results very anxiously. We have already suggested where the real difficulty lies, in the multiplicity of points of view. The *Times* fancies the greatest difficulty will be to come to an agreement on material facts, but the Commission would have a comparatively easy task of it were its duty merely to decide which it believes, certain statements or certain contradictions. The real trouble is that two or more conflicting sides may be simultaneously in the right. The man in the street nowadays readily condemns all "trusts" from the first mention of the word, and certainly the ruthless operations of mighty organizations have done much to make the world

cling to the old-fashioned ways of fair competition. Every now and again we hear murmurs from patriotic alarmists that the British mercantile flag is losing the pre-eminence it once enjoyed; a combine of British shipping could conceivably soon settle that fear. But then immediately there would be a cry that British trade was being choked by high rates, and the shipping people would retort that they could not be expected to keep the Union Jack showing everywhere at a loss to themselves. The patriot looks impatiently on the despatcher and on the carrier of cargo as complementary to his nation's trade, without thinking how the question of low or high rates affects either separately. The newly-appointed commissioners have to look to the parts and to the whole, and to bring that dispassionateness to the finding of a compromise that cannot reasonably be expected from the separate interests involved. The *Times*, like ourselves, does not envy them their task, nor does it pretend to be able to help with any suggestion. It concludes that "if they [the Commission] can suggest, for example, methods by which freights to and from our Colonies and our chief markets can be lowered or steadied—their report would be invaluable. It will do good to look closely into these matters and others of a like nature. An inquiry has been long demanded, and, for reasons which are not apparent, has year after year been postponed. It is satisfactory to know that there is every likelihood that the issues in dispute, which are of national magnitude, will be impartially examined."

Capt. F. Stanley, R.F.A., has, it is understood, been selected by the War Office for a course of study of the Japanese language.

Dr. Atkinson has received information from Singapore that His Excellency Sir Matthew Nathan is progressing slowly but favourably.

The War Office announces that authority has been granted for Doctors Te Han and A. H. Chow, military surgeons of the Chinese army, to visit the depot of the R.A.M.C. at Aldershot.

An Order in Council was gazetted last month empowering the Admiralty to pay Greenwich Hospital pensions to persons residing in His Majesty's dominions abroad in ordinary circumstances in the same way as if they resided in the United Kingdom.

Sir Claude MacDonald, the British Ambassador in Tokyo, arrived in Rome, and spent a few days there. The Italian Government took the chance to show its appreciation of Sir Claude's services in representing Italy in the Far East during the recall of the Italian representative.

The Duke and Duchess of Connaught, accompanied by Princess Patricia, will travel from Victoria to Marseilles, and there embark in the P. and O. steamship *Marmora* for Hongkong. Their Royal Highnesses, with Princess Patricia, have been staying at Rufford Abbey on a visit to Lord and Lady Savile.

There are indications that the Commission to inquire into irregularities in connection with the Public Health and Buildings Ordinance will soon bring its labours to a close. Mr. Hooper announced at the meeting of the Sanitary Board yesterday that the report might be in the hands of H.E. the Governor next month.

The Colonial Office has issued a Blue-book (Cd. 3249) containing "Correspondence Respecting the Expropriation of the Tanjong Pagar Dock Company (Limited)," which includes the terms of the award delivered by Lord St. Aldwyn as arbitrator between the company and the Government of the Straits Settlements.

Scarborough's oldest inhabitant, Mr. James Cooke, who had almost attained his ninety-ninth birthday, died last month at the home of his daughter, Mrs. Fox, of Longwestgate. The old man was an inveterate smoker, and used to say he would as soon go without food as tobacco. Only the day before he died he enjoyed his pipe.

In the case of the British steamer *Oldhamia*, before the Liban Prize Court, the experts, after proceedings lasting two days, decided that the *Oldhamia* carried no explosives. The final sitting of the Prize Court to decide the case has been adjourned till the middle of February. M. Anatole Berlin, a well-known barrister, represented the British and American interests in the case.

The Chinese Government, the *Melbourne Age* announces, has sent a special delegate to Australia to make an investigation respecting the legislation relating to Chinese in Australia. It is said that particularly strong representations will be made with a view to securing a modification of both the immigration and the industrial laws as far as they are particularly directed against Chinese.

At 8.25 last evening the Electric light failed, and for about an hour and a half the big blocks of buildings in the central district which depend on the Company's supply were left in darkness. It was guest night at the King-Edward Hotel, and the *concerts* occurred in the midst of the dinner; the band suddenly ceased to play, but with the aid of a supply of rushlights they were able to complete the programme and the guests their dinner.

Mr. Morley has informed Mr. Harwood-Banner that he proposes, as soon as the Merchant Shipping Bill becomes law, to consult the Government of India as to the amendments which it may be desirable to make in the Indian law and regulations. In the same connection, Mr. Churchill states that as soon as the Bill is passed the Secretary of State will communicate with the Governments of responsible governing colonies on the question of applying some of its provisions in those colonies.

Sir Henry Campbell-Bannerman has informed Mr. Bellairs that he is aware that considerably increased accommodation has been and is being made in British dockyards abroad, under various Works Bills, while the fleet's reliance on them have been largely reduced. The Government do not intend to utilize the docks and plant in dockyards abroad by contracting for the repairs of British merchant ships; nor will they, in cases where the coal accommodation is in excess of peace requirements, prevent deterioration by undertaking to supply British merchant vessels at trade prices.

From the *Conference Banner* of North Carolina—"Miss Jennie Jones and Bob Henry were married at the Jones mansion last night. The bride is the daughter of our constable, Jones, who made a good officer and will undoubtedly be re-elected next spring. He offers a fine horse for sale in another column. The groom runs a grocery store on Main Street and is a good patron of our advertising columns, and has a good line of bargains this week. All the summer he paid two cents more for better than any other store in town. The happy couple left on the ten o'clock train for Milwaukee, to visit the bride's uncle, who is reported to have lots of money and Bright's disease. Bob certainly has an eye for business."

The final of the Lusitano Football Club Eleven a side competition resulted in a win for Mr. Ribeiro's team (A) by 1 goal to nil. The teams are as follows:—Mr. Ribeiro's team (A), Goal, F. X. Franco; backs, L. G. Cordeiro, F. da Silva; Halves, J. C. V. Ribeiro, R. C. da Silva, H. C. Campos; Forwards, F. A. Garradas, H. Hyndman, A. J. V. Ribeiro (Capt.), J. A. Yanovich, C. M. C. V. Ribeiro. Mr. Reza's team (D), Goal, P. M. de Remedios; backs, F. L. da Rosa, F. M. Hyndman; Halves, V. T. Azavedo, P. da Rosa (Capt.), A. C. Botelho; Forwards, A. A. Baptista, T. Remedios, L. A. Ozorio, D. Soares, J. A. dos Remedios. The medals were presented in the field to the winning team by Mrs. J. A. S. Alves, who was the recipient of a bouquet and three lusty cheers.

MACAO.

(FROM OUR CORRESPONDENT.)

December 27th.

New years do not bring many changes to this ancient city, but we begin 1907 with the new Senate; and H.E. Pedro Coutinho, the new Governor is expected to leave Lisbon about the end of February.

No reply has been made yet to the merchants' petition against the compulsory sealing of their journals, ledgers, cash and stock books.

Mr. Brennan, the Commissioner of Customs at Lappa, has had his hands and face severely lapped by the explosion of an acetylene lamp. The postmaster here does not believe in Sunday work. Mails arriving on Sundays are deposited in a Chinese shop, and left till the Chinaman takes them to the post office next morning. This is admittedly untrue, but instead of opening the post office on Sundays to receive the mails, I hear that our postmaster has asked the Hongkong post office not to forward any mail on Sundays!

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SEVERE WEATHER IN NORTHERN EUROPE.

LONDON, December 27th.

For the past two days heavy snow gales have been experienced in Britain, France and Belgium.

THE DAMARALAND TROUBLE.

LONDON, December 27th.

A number of the rebels in Damaraland have surrendered.

THE CUBAN DISTURBANCES.

LONDON, December 27th.

United States troops are suppressing the disturbances in Cuba.

ANOTHER AMERICAN RACIAL RIOT.

LONDON, December 27th.

In a racial conflict between whites and negroes in Mississippi, fifteen were killed.

PEACE AT PORTSMOUTH.

London, December 27th.

Portsmouth is quiet.

THE VICEROY'S CUP.

SINGAPORE, December 27th.

The result of the race for the Viceroy's Cup was Fitzgibbon first, Mallard second, and Master third.

The betting on this famous Calcutta fixture, as late as the 10th inst., was two to one against Fitzgibbon and five to one against Master. Master was then among the outsiders, at twelve to one.

(REUTERS SERVICE.)

MORE INSUBORDINATION AT PORTSMOUTH.

LONDON, December 25th.

There has been a recurrence of trouble at the Portsmouth Naval barracks. As the new commander was going round, a seaman, coughing obscenely, was arrested, put in irons, and sentenced to forty-two days' imprisonment. This inciting disorder, all arms were locked up, and 100 Marines held in readiness. The Commander said he was armed with exceptional powers to enforce discipline.

RUSSIA.

LONDON, December 25th.

A Court Martial has been held on Admiral Niebogoff and 77 officers who surrendered at the battle of Tausshinn. Admiral Niebogoff and the Commanders of the battleships, *Apraxine*, *Soukhoui* and *Nikolai* were condemned to death, but in view of the extenuating circumstances and long and blameless service, the Court asked the Tsar to commute the sentence to ten years in a fortress. Four of the officers were sentenced to two and four months in a fortress, and the rest acquitted.

THE SIKH ABROAD.

In view of the increasing difficulty of obtaining an adequate supply of genuine Sikhs for the native Army in India, it may be just as well that this warrior race does not behave as well in foreign employ as at home. The recent *crusade* at Shanghai in the Sikh police force brought this tendency into public prominence, but European sojourners in the East have been aware of it for a considerable period. Confident in his own pluck and physical strength, holding Southern Asia in utter scorn, and exceptionally masterful by nature, the Sikh abroad is not nearly such a sober person as at home, and this change of practice has, no doubt, some effect in brutalizing his demeanour towards timid Southerners. If the result of this growing unpopularity be to cut him from foreign employment, all the better for recruiting the Indian Army.—*Globe*.

The *Straits Times* of December 17th says:—The exceptionally heavy rains have caused a land slide at Sompun which has completely blocked the water flume leading from the Dam to the Pipe Line, thus entirely depriving the Ramb Australian Gold Mine of all power. Advice received on Saturday morning, however, state that the work of clearing the landslip had progressed very favourably, and it was hoped that the mine would start again to-day; thus some seven or eight days' work will have been lost.

POLICE COURT.

Thursday, December 27th.

BEFORE MR. E. A. HAZELAND (FIRST POLICE MAGISTRATE).

A REFRACTORY AMERICAN.

John Holland, a coal passer on the U.S.S. *Colorado*, was charged with the larceny of 24 photos, with behaving in a disorderly manner and with assaulting Indian constable Jaggart Singh.

The complainant, who is the master of a photograph shop at Wanchai, told the Court the defendant called at his shop at 8 p.m. and wanted his photo taken. Complainant told him it was too dark, whereupon defendant created a disturbance; and, when he left the shop, took with him a number of pictures. An Indian constable was then called; and, when he attempted to arrest the defendant, the latter assaulted him.

Holland told his Worship he had been drinking heavily and remembered neither the larceny nor assault.

A fine of \$9 was imposed, the alternative being 21 days' imprisonment.

ALLEGED CONSPIRACY.

The hearing of the charges against Ching Sing, Ma Chuk-chang, Wong Sui and Leung Wong-shi of conspiring to defraud the China Mutual Life Insurance Co. Ltd. of \$2,000 was continued.

Mr. P. W. Goldring (of Messrs. Goldring and Barlow) prosecuted and Mr. Otto Kong Sing appeared for the second defendant.

Lam Sui-sun was further examined. He said the fourth defendant told him she left Tai-lung for Hongkong on October 10th, sometime after the morning ceremony which she stated took place there. On October 13th, in the afternoon, the third defendant called at his house in Canton and said—"If you can offer assistance in this matter, after obtaining the money I will give you a present." Witness answered—"If the matter be true the company will certainly compensate; but I believe it is false and I dare not promise, as I am afraid my name would be damaged." Several days after this conversation

witness saw the second defendant, in Mr. Edwards' office. He also saw the man, Lo Ling-shan, on July 28th. That was the man who passed the examination for the policy in question. He again saw him about the middle of September, but did not speak to him.

Cross-examined—Witness saw the second defendant only once at the Company's office, and heard Mr. Edwards say to him, "I will go to Hongkong with you." He could not say how many policies were taken out in the Canton office from June 25th to July 20th, but he knew of one or two applications which were made through a broker. Most of the policies were taken out through such agent. Witness never saw Lo Ling-shan before July 25th when he called at the office.

Mr. Kong Sing—What did you talk to him about?

Witness—About business.

Mr. Kong Sing—When you saw him outside the yamen what was he doing there?

Witness—Standing there.

His Worship—But why was he standing there?

Witness—I don't know. Plenty of people stand in the streets in Canton.

Case adjourned.

CORRESPONDENCE.

CALCULATING GODOWN SPACE.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR,—Your correspondents have one and all made a miscalculation. They have left out of consideration the space they have taken up in your valuable paper.

The only correct method is as follows. Let us presume that 2 + 2 = 4; this being so, it follows that in the case of a godown of 4 cubic feet capacity, if 2 feet are taken up by passengers, tally sticks, etc., there must of necessity be some space available for storing gin or other goods.

Yours faithfully,

YU KLID.

[We are obliged to Mr. "Yu Klid" and the other contributors to this correspondence, and have decided that it has now reached a stage at which it may be dropped.—ED.]

ROYAL COMMISSION ON SHIPPING "RINGS."

A Royal Commission has been appointed to inquire into the operation of shipping "rings" or conferences generally, and more especially into the system of deferred rebates; and to report whether such operations have caused or are likely to cause injury to British or colonial trade, and, if so, what remedial action, if any, should be taken by legislation or otherwise.

The Commissioners are:—The Right Hon. Arthur Cohen, K.C. (Chairman), Sir David Barrbour, K.C.M.G., K.C.S.T., representing India; Mr. John Barry, Sir Alfred Bateman, K.C.M.G., Sir Hugh Bell, Mr. Henry Birch, K.C.B., K.C.M.G., &c., Lord Inverclyde, Earl of Jersey, G.C.B., G.C.M.G., &c., the Hon. Charles Napier Lawrence, Sir William T. Lewis, Sir John Macdonell, C.B., Mr. Fred Maddison, M.P., Mr. William Henry Mitchell, Mr. Owen Cosby Phillips, M.P., the Hon. William Pembur Reeves, representing New Zealand; Mr. Oswald Sanderson, Mr. Austin Taylor, M.P., Mr. John Torrence.

The Secretary of the Commission is Mr. James A. Webster, of the Board of Trade.

Let no one give himself on originality, for in truth there is no such thing, save of the wrong sort, which perhaps abounds overmuch in these novelty-demanding days, but rather, humbly render thanks if he have been able to make a slight contribution towards the Present and the Future, in return for all he has inherited from the Past. The *National Review* herein proclaims what is preached.

ORIGIN OF THE MODERN RATIO.

[WRITTEN FOR THE "DAILY PRESS."]

BY HON. STEPHEN W. NICKERSON.

In the times of the early Roman emperors the ratio may be said to have averaged about 1 gold to 12 silver; and perhaps it may be correct to say that there was no great change for some twelve centuries following. But about the seventh or eighth century of our era, we find the Arabian empire, which ultimately stretched from India over Asia Minor and across Northern Africa and into Spain and up to the Southern border of France establishing a coinage in which the ratio was 1 gold to about 6 silver; and this ratio shows the Arabians clearly understood the conditions of trade in the Oriental world, and also how close even then their connection with the East still remained, for this ratio was probably an exact reflex of the Indian ratio at that period; for the Arabs seized a favourable opportunity to establish a ratio in sympathy with that of the Orient, which must have seemed a great innovation in its disorganised condition at that time, containing no country of sufficient importance to maintain its own relation between the two metals without regard to the East. Yet the Arabs were obliged to widen their ratio as time went on; for at the close of the Arabian empire's influence in Europe, and just before the Moors were driven out of Spain, the interesting fact records itself that while, as we have said, gold to silver, the average ratio in Europe was about 1 gold to 11 silver at the discovery of America, yet in Christian Spain the ratio differed from that in Moorish (or Arabian) Spain; being thus 1 to 10 or 1 to 11 in the northern part of the Iberian Peninsula, and 1 to 7 or 8 in the southern part at the same time.

The influence of the German silver mines was very great from about the tenth century onwards to the discovery of America. "It was this country that, during the interregnum between the decline of the Saxon power in the Levant and its subversion in Spain, and the arrival of the first important supplies of the precious metals from America, controlled the ratio of value in Europe, because it was Germany that then produced and coined the greatest quantity of these metals. The Arabian Empire had shrunk once more into the silent desert of Kush; the Venetian Empire was in its decline and that of Spain in America had not arisen."

After the discovery of America, however, Spain was the leading mining and coining nation, gold for half a century after that event being the principal metal coming from the New World, its legal value being rapidly advanced by that power to 13½ times that of silver. But the discovery and working of the great silver mines of Potosi in Peru in A.D. 1545 changed the interests of Spain to silver for a few years, only to be changed back again to gold in A.D. 1591 when the Spanish King Philip II inherited Portugal, and thus the gold placers of Brazil which had just been opened. The value of gold was then again enhanced by legislation, being put at 16 times that of silver, which is the present legal ratio in the United States of America and practically throughout the Western Hemisphere.

But to recur to the influence of the eastern and western ratios upon one another. When we reflect that the tendency of the western ratio of itself, because of the great accumulation of the stock of silver from the mines of Greece and Spain, was constantly to widen—that is silver in Europe tended to fall as compared with gold—we are led to conclude that there must have been some constant cause at work of an extraneous nature all through the twenty centuries preceding Columbus' great voyage, to bring about the narrowing of that ratio; to enhance silver relatively to gold. This cause, extraneous from a European point of view, was the influence of the eastern ratio, which slowly widened during these twenty centuries from 1 gold to 5½ silver, to 1 gold to 6 or 7, and in Moorish Spain even 8 silver, that country being in both religion and commerce under the influence of the Arabians. Meantime, as we have seen, the western ratio was narrowing from 1 gold to 14 silver down to 1 gold to 11 silver, which latter the reader will remember was the average European ratio in Columbus' time.

It seems very probable that, as commercial intercourse between Europe and Asia became more intimate as the centuries rolled by, each ratio modified the other, until they finally melted into one another, which coalescence occurred only in the nineteenth century—except in Japan, which had been almost closed to commerce since the Portuguese were expelled in 1639. One of the results of this intercourse was that the tendency of the western ratio to widen was counteracted by the eastern ratio; and thenceforth the former, instead of continuing to widen slowly narrowed until the sixteenth century of our era. But had the Western ratio been left to itself, its tendency to widen would have been effectual, and this cannot be doubted if we bear in mind that during the period we are discussing, i.e. from 500 B.C. down to A.D. 1492, the Western world produced chiefly silver; and that Europe's existing stock of the two metals, though it declined after the Romans had exhausted the Spanish mines which had previously been worked by the Phoenicians and the Carthaginians, became more argentiferous and less auriferous. Within this two thousand year period the Greek silver mines, the Spanish silver mines, the German silver mines, and the Hungarian silver mines were most productive; while what little gold was obtained by Europe came chiefly from commerce with the distant East since the great gold production of Egypt was mainly anterior to the beginning of the period under review.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on December 27th at the Board Room. The Hon. Dr. J. M. Atkinson (president) presided, and there were also present Lieut.-Colonel J. M. Reid, R.A.M., Dr. F. Clark, Medical Officer of Health, Hon. Mr. A. W. Brown, Registrar General, Dr. H. McFarlane, Assistant Medical Officer of Health, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. Lau Chu-pak, Mr. Fung Wa-chun and Mr. G. A. Woodcock (secretary).

LAW OFFICER'S OPINION.

In reply to a letter from the Board asking whether the written opinion of Law Officers of the Crown can be submitted to a confidential meeting, the Colonial Secretary wrote:—"I am directed to inform you that members of the Sanitary Board may be allowed to see the opinions of the Law Officers bearing on points with which it is the duty of the Board to deal on the distinct understanding that members of the Board must regard any such opinion communicated to them in their public capacity as strictly confidential."

Mr. Hooper—I don't think it is a matter for discussion, but, before it passes, I just wish to enter my protest against it without stating any special reasons because I think they will reach the Government from another source. I don't see what authority the Government have to make anything confidential that takes place at this Board, having rules for our guidance. I am not going to discuss it.

The reply was laid on the table.

MR. HUMPHREYS AND THE BACTERIOLOGIST.

A minute by the bacteriologist, Dr. Hunter, with reference to the well in Stanley Street which has occasioned considerable discussion, was read. It is now generally recognized by experts on water analysis that bacteriology is the most direct and delicate test of the safety of a water for drinking purposes. By it we obtain exact information not alone as to the constitution of a water but as to its potentiality to cause disease. Bacteriological methods are more delicate than chemical examination. Klein, Houston, and others have shown that by bacteriological methods, it is possible to detect smaller degrees of sewage pollution than by chemistry. With "A" of the minute (Mr. Humphreys) I agree entirely. I have never condemned a water because it contained *bacillus coli communis*. I am thoroughly justified however in regarding any water as suspicious which contains the *bacillus coli communis* in l.c.o. or any such small quantity. With that part of the minute marked "B" I disagree.

Here again, I regard a sample of water as suspicious if it contains a large number of bacteria per c.c. of whatever kind, and especially so if the number of species represented is large. With "C" I am in entire agreement yet the higher the number of *bacillus coli* in any sample of water the heavier will have been the recent sewage or other pollution and the greater the probability of the presence of disease-producing bacteria. The question raised at "D" is still a matter of considerable scientific dispute. Our information upon this point, e.g., bacteria necessary for digestion, has, I think, advanced somewhat since the days of Pasteur. It would be well for the author of the minute to carefully consider the more recent investigations of Nattal and Thierfelder, Levin, Sobottka and Bizzozzo.

Polar bears in the arctic regions possess a sterile intestinal canal, yet they appear to thrive well with "E." No bacteriologist of any repute would conclude as to the presence of *bacillus coli* before having carried out the main crucial system of tests. With "F" I agree. The authority for the statement at "G" ought to be given. This is my experience in Hongkong, and is borne out by other competent observers as Dewar and Crookes (chemists) and Klein, Houston, etc. (bacteriologists). With regard to "H," if the water is boiled ordinary bacteria are killed. I am acquainted with micro-organisms which can withstand boiling for 16 hours. My own opinion in regard to the whole question of water examinations is the following: A water irrespective of source must be condemned if it contains a very large number of bacteria per c.c. of whatever kind; if it contains *bacillus coli* in l.c.o. if it ferments glucose, lactose, etc., if it gives the enteric change in milk. The presence of liquefying organisms is also of great importance. I rely upon no single test, reaction or phenomenon, and place but little weight upon the more quantitative estimation of the micro-organisms in any sample of water. The samples of well water which I have examined recently were so impure as to answer to the very condemnatory test, necessary from a bacteriological standpoint. In the case of a water supply however the condition of affairs is somewhat different. Here all the findings of bacteriology, chemistry, and topography must be considered before it is condemned. I am in agreement; however, with the statement by the Fourth Report of the Royal Commission on Water Supplies and Sewage Disposal of 1904, that typical *bacillus coli* in l.c.o. of a sample of water is sufficient to condemn it for potable purposes, and an indication of sewage pollution.

Mr. Humphreys—I in the case of rainfall there might, but not otherwise. Proceeding he said that Dr. Hunter endeavored to belittle his (Mr. Humphreys) authorities. There could be no question that Professor Franklin was the greatest living expert on water bacteriology, and Dr. French, lecturer on Public Health, at London Hospital. He had every respect for Dr. Hunter's opinion, but when that opinion conflicted directly with that of these two experts he might be pardoned if he declined to accept it. Dr. Hunter made a point that insidious disease might occur through drinking water full of bacteria harmless in themselves, but the same argument would apply to the air we breathe. The air was laden with dust which

was full of disease germs, but if they were going to prevent the people in Hongkong from breathing because of the germs of *bacillus coli* in the air they would be placed in an absurd position. Dr. Hunter referred to a remark made by the speaker at a previous meeting of the Board about bacteriology being one thing and chemical analysis another, the inference being that he (the speaker) had changed his views. He had not done anything of the kind. Undoubtedly they were different things. As he admitted in his minute, bacteriology was useful in finding out germs in water which could not be discovered by chemical analysis, but on the other hand chemical analysis readily detected poisons which bacteriology would never discover. It came to this, that if bacteriological examination stated that cholera germs were present, and this chemical analysis gave an opposite report as to the possibility of certain water he should give priority to the chemical analysis, because it was more certain. The other was more delicate but not so certain. With regard to "E," he stated that sewage was readily detected by chemical examination. Dr. Hunter said it was not. He would like to know where the doctor got his ideas from. Personally, he (Mr. Humphreys) was an indifferent analyst himself disagreed with him, and he thought that opinion would be supported by much greater experts than himself. Mr. Brown, Government Analyst, Mr. Taylor, of the Sugar Refinery, and other Analysts. Dr. Hunter had intended to convey that he had changed his views that if typhoid bacillus was present in the water or cholera bacillus, chemical analysis would not detect it. He still agreed with it, because before those things were associated with sewage they had to pass through some animal, generally man, before they got to the water. In conclusion he argued that the discovery of these bacilli would be assisted by chemical analysis.

The President, replying to Mr. Humphreys, said that if gentlemen agreed that bacteriological analysis was more delicate but not so certain as chemical analysis, surely it was not so well to get that test in addition to chemical analysis. When both reports were submitted to the Board they should be guided by their judgment.

Mr. Humphreys replied that when one said the well should remain open and the other said it must be closed, in that dispute, unless the bacteriologist was prepared to state that bacillus of typhoid or cholera were actually present the well should not be closed.

The President added that both reports were submitted and the action of the Board was guided by the judgment of the majority.

Mr. HUMPHREYS agreed. They were in the position of judges at home.

MEMBERS' RIGHTS.

Concerning a number of applications for a modification of the requirements of section 175 of the Public Health and Buildings Ordinance, the President suggested that as the matter was still *sub judice* they should adjourn consideration of these applications. A letter forwarded to the Board by an unofficial member was being considered by the Government.

Mr. LAU CHU-PAK—My letter was sent in ten or eleven days ago, and has not yet been circulated.

The President—No, it has been referred to the Government.

Mr. HUMPHREYS—Under those circumstances I should like to know under whose authority a letter addressed to the Board has been referred to someone else.

The President—By my authority.

Mr. HUMPHREYS—Then with all due respect to your authority I venture to say that you have no right whatever to suppress any information from members, sent to them by the public for their information.

The President—No information has been suppressed or will be suppressed that has been communicated to the Board. It will be laid before them in due time.

Mr. HUMPHREYS—The Government cannot interfere between you and the Board in any communications from the public, and I consider it a great disrespect to this Board that a communication addressed to members eleven days ago has not been sent to them.

The President—Next business.

THE WELL IN STANLEY STREET.

The question of closing the well in the yard of No. 22 Stanley Street was again considered. The President—On two occasions the Board decided that this well should be closed, and also on two occasions the owner of the property on which it stands has written in and asked the Board to reconsider its decision. Therefore the matter has been considered twice, and this is the third time. The question is whether the well shall be closed or not. I move that it be closed.

Mr. HUMPHREYS—I should like to ask the Medical Officer whether there have been any cases of typhoid or cholera in that house.

The Medical Officer of Health—I couldn't say off hand.

Mr. HUMPHREYS—I should also like to ask whether taking the population of Hongkong, speaking generally, the percentage of typhoid and cholera is not very small?

The President—It varies, of course, with different years. At any moment we may be exposed to an outbreak of cholera here, and the object we have in closing these wells is to safeguard the health of the colony. If a well of that sort got contaminated with cholera bacilli it would be a great source of danger. It is impossible when once a well is opened to prevent people carrying buckets of water away to neighbouring houses and to houses in streets far away from its vicinity.

Mr. HUMPHREYS—I may say that up to about 18 years ago typhoid was practically unknown in this Colony, but malaria was very rife and then people had to depend very largely

on well water; therefore such water has never been the cause of typhoid fever. With regard to cholera I was surprised to hear you say there had been hundreds of cases here.

The President—Hundreds in the outbreak of 1902.

Mr. HUMPHREYS—I was fortunately absent during that year.

The REGISTRAR GENERAL—I beg to second your motion, Mr. President. After all we must place some confidence in our experts until they are shown unworthy of it, and Dr. Hunter, from his report, seems to take a cautious view, and not to be actuated by any wild theories. I must say with regard to questions of public health, that in the event of Dr. Hunter, our bacteriologist, being supported by the Medical Officer of Health, I have no difficulty in voting for anything of this kind recommended. I don't suppose Mr. Humphreys or Mr. Hooper wish to wait for the discovery of cholera bacillus in the well before closing it; that would be closing the door after the horse was stolen.

Mr. HUMPHREYS—I move as an amendment that the well be allowed to remain open.

Mr. FUNG WA-CHUN—I beg to second that, because whenever I go out through the hot days I see hundreds of women and girls carrying water from tubs, and in my opinion water like this, the quality of which is certified by the Analyst, is far better than that extracted from dirty tubs on the hillside.

Mr. HUMPHREYS—I support of the amendment I have to say that with the conflicting evidence we have before us of the Government Analyst, in whom we have every confidence, as against that of the Government Bacteriologist, I don't think we are justified in closing this well, at any rate for the present.

The amendment was carried.

HUMOUR AND DIGNITY.

When the amendment was declared carried, the REGISTRAR GENERAL said he supposed it was open to the Medical Officer of Health to bring the matter up again at another meeting when Messrs. Hooper and Humphreys were not present, and to reverse the decision.

Mr. HUMPHREYS (drolly)—I object most strongly to the remarks of the Registrar General. I think they are very undignified and unbecoming of an officer of the Government holding the high position of a seat on the Executive Council, and I ask you, Sir, to send a report of that remark he made, together with mine, to his Excellency the Governor, because it means that if such remarks are allowed to be made, then it is impossible for officials to attend at this Board.

The REGISTRAR GENERAL—I don't see anything disrespectful to Mr. Hooper in my remarks.

Mr. HUMPHREYS—You mentioned two names—Mr. Humphreys and mine.

The REGISTRAR GENERAL—Then I will add Mr. Fung Wa-chun and Mr. Lau Chu-pak.

The President—This discussion must cease. We have had quite enough on the subject.

Mr. HUMPHREYS—Then I will ask you to send the remarks to the Governor.

The President—Will you kindly allow me to speak. I am in the chair, and call you to order. If you wish it to be sent to the Governor it shall be sent.

Mr. HUMPHREYS—I don't think Mr. Brown did mean it in a personal way in the least.

The REGISTRAR GENERAL—I don't think there is anything condemnatory in saying that Mr. Hooper will vote and maintain his position.

SCAVENGING IN RURAL DISTRICTS.

The Committee appointed to consider the question of enforcing the Scavenging and Cleansing By-laws in Rural Districts reported that they were of opinion that it was not practicable in the Colony to prevent the use of excreta for manuring in strictly agricultural districts.

REMOVAL OF CUMBERS.

A minute by Dr. Clark on the subject of the removal of cumbers with comments thereon by the President was circulated.

Mr. LAU CHU-PAK intimated that the question of cumbers was an important one and should be dealt with by a select committee. It was very undesirable to make amendments after amendments to the Ordinance which would—at a future date—be found equally impracticable with those already added.

HOUSING OF VERMILION WORKMEN.

The MEDICAL OFFICER OF HEALTH furnished a minute relative to the housing of the workmen of the vermilion factory at No. 1 Kwong Fung Lane, wherein he said:—"I recommend that the Board should ask the owner to set apart a portion of the building exclusively for the housing of his workmen and not allow them to sleep in the workshop. The dwelling portion should have a separate entrance, and should contain the kitchen so that food should not be cooked in the workshops. This can easily be done as the workshop is a large rambling place which can easily have a dwelling place divided off. The processes carried out in the factory are (1) heating of metallic mercury with sulphur to form sulphide of mercury; (2) crushing, washing and drying this sulphide of mercury and its packing in small paper packets for sale."

Mr. LAU CHU-PAK intimated—Has any case of poisoning taken place in such shops? The trade may not be so dangerous as suggested.

The REGISTRAR GENERAL—Is this a really dangerous trade, or only legally dangerous?

The President—This is classified as a dangerous trade at home, and I strongly approve of the Medical Officer of Health's recommendations.

The MEDICAL OFFICER OF HEALTH—In reply to the Registrar General I may say that the manager tells me that trade is not very brisk just now, and therefore he has only from

on well water; therefore such water has never been the cause of typhoid fever. With regard to cholera I was surprised to hear you say there had been hundreds of cases here.

The REGISTRAR GENERAL—I beg to second your motion, Mr. President. After all we must place some confidence in our experts until they are shown unworthy of it, and Dr. Hunter, from his report, seems to take a cautious view, and not to be actuated by any wild theories. I must say with regard to questions of public health, that in the event of Dr. Hunter, our bacteriologist, being supported by the Medical Officer of Health, I have no difficulty in voting for anything of this kind recommended. I don't suppose Mr. Humphreys or Mr. Hooper wish to wait for the discovery of cholera bacillus in the well before closing it; that would be closing the door after the horse was stolen.

Mr. HUMPHREYS—I move as an amendment that the well be allowed to remain open.

Mr. FUNG WA-CHUN—I beg to second that, because whenever I go out through the hot days I see hundreds of women and girls carrying water from tubs, and in my opinion water like this, the quality of which is certified by the Analyst, is far better than that extracted from dirty tubs on the hillside.

Mr. HUMPHREYS—I support of the amendment I have to say that with the conflicting evidence we have before us of the Government Analyst, in whom we have every confidence, as against that of the Government Bacteriologist, I don't think we are justified in closing this well, at any rate for the present.

The amendment was carried.

HUMOUR AND DIGNITY.

When the amendment was declared carried, the REGISTRAR GENERAL said he supposed it was open to the Medical Officer of Health to bring the matter up again at another meeting when Messrs. Hooper and Humphreys were not present, and to reverse the decision.

Mr. HUMPHREYS (drolly)—I object most strongly to the remarks of the Registrar General. I think they are very undignified and unbecoming of an officer of the Government holding the high position of a seat on the Executive Council, and I ask you, Sir, to send a report of that remark he made, together with mine, to his Excellency the Governor, because it means that if such remarks are allowed to be made, then it is impossible for officials to attend at this Board.

The REGISTRAR GENERAL—I don't see anything disrespectful to Mr. Hooper in my remarks.

Mr. HUMPHREYS—You mentioned two names—Mr. Humphreys and mine.

The REGISTRAR GENERAL—Then I will add Mr. Fung Wa-chun and Mr. Lau Chu-pak.

The President—This discussion must cease. We have had quite enough on the subject.

Mr. HUMPHREYS—Then I will ask you to send the remarks to the Governor.

The President—Will you kindly allow me to speak. I am in the chair, and call you to order. If you wish it to be sent to the Governor it shall be sent.

Mr. HUMPHREYS—I don't think Mr. Brown did mean it in a personal way in the least.

The REGISTRAR GENERAL—I don't think there is anything condemnatory in saying that Mr. Hooper will vote and maintain his position.

SCAVENGING IN RURAL DISTRICTS.

The Committee appointed to consider the question of enforcing the Scavenging and Cleansing By-laws in Rural Districts reported that they were of opinion that it was not practicable in the Colony to prevent the use of excreta for manuring in strictly agricultural districts.

REMOVAL OF CUMBERS.

A minute by Dr. Clark on the subject of the removal of cumbers with comments thereon by the President was circulated.

Mr. LAU CHU-PAK intimated that the question of cumbers was an important one and should be dealt with by a select committee. It was very undesirable to make amendments after amendments to the Ordinance which would—at a future date—be found equally impracticable with those already added.

HOUSING OF VERMILION WORKMEN.

The MEDICAL OFFICER OF HEALTH furnished a minute relative to the housing of the workmen of the vermilion factory at No. 1 Kwong Fung Lane, wherein he said:—"I recommend that the Board should ask the owner to set apart a portion of the building exclusively for the housing of his workmen and not allow them to sleep in the workshop. The dwelling portion should have a separate entrance, and should contain the kitchen so that food should not be cooked in the workshops. This can easily be done as the workshop is a large rambling place which can easily have a dwelling place divided off. The processes carried out in the factory are (1) heating of metallic mercury with sulphur to form sulphide of mercury; (2) crushing, washing and drying this sulphide of mercury and its packing in small paper packets for sale."

Mr. LAU CHU-PAK intimated—Has any case of poisoning taken place in such shops? The trade may not be so dangerous as suggested.

The REGISTRAR GENERAL—Is this a really dangerous trade, or only legally dangerous?

The President—This is classified as a dangerous trade at home, and I strongly approve of the Medical Officer of Health's recommendations.

The MEDICAL OFFICER OF HEALTH—In reply to the Registrar General I may say that the manager tells me that trade is not very brisk just now, and therefore he has only from

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SOLE AGENTS:

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

twenty to thirty men at work. None of these how signs of being ill, and one man tells me he has worked there for 39 years. This, however, does not alter the fact that working with metallic mercury gradually undermines a man's health and that it is not at all a proper proceeding for him to eat his meals and sleep in the workshop. It is impossible to get reliable information as to whether men leave after a year or two on account of ill health. There would be no great difficulty in settling apart a portion of this big place for dwelling purposes only, and that is all I have suggested. The Factory and Workshops Act at home recognises lead, phosphorus, mercury and arsenic as the principal poisonous metals found in workshops.

The Board decided that employees were to be housed apart from the works.

THE MANILA RAILWAY.

Arrangements have now been completed for the formation of a company, which is to hold the securities of the American corporation—the Manila Railroad Company—which has been formed to work the system of the old Manila railway, and construct extensions of about 40 miles. A circular has been issued to the security holders in the old company, from which the following extracts are taken.

In the opinion of your directors the position thus brought about is thoroughly satisfactory, as, although it is necessary to transfer the property of your company to an American corporation, the result is that the settlement proposed in 1903 is brought about, with the added advantage of participating in the earnings of a system of railways increased by 420 miles. They have, therefore, with the assistance of Messrs. Speyer and Co. in New York and Messrs. Speyer Brothers in London, very carefully considered how an arrangement can best be made to effect the two main objects desired—viz., the transfer of your property to the American Manila Railroad Company and the construction of the new line, at the same time ensuring that practically the entire net revenue of both the present system and the new line shall be retained for the benefit both of your company and of their successors in interest and of the securities which will be issued to provide the capital for the new construction. The following plan has therefore been formulated:—

A new English company will be formed, called the Manila Railway Company (1906) (Limited), which will act as a holding or securities company. As part of the plan the following agreements will be made:—

1. An agreement between your company and the American company under which your company will sell and convey its railroad properties and undertakings to the American company in consideration of an agreed amount of the American Company's shares and securities to be delivered to your company or its nominee.

2. An agreement between your company and the new company under which your company will nominate the new company to receive such agreed amount of the shares and securities of the American company in consideration of the new company's issuing to your company an agreed amount of the shares and securities of the new company.

3. An agreement between the new company and the American company for purchase by the new company of bonds and shares of the American company to be issued to obtain money for construction of new lines and other corporate purposes.

The Manila Railway Company (1906) (Limited) will have an authorized capital of £4,000,000, divided into 200,000 five per cent preference shares of £20 each and 200,000 ordinary shares of £20. The borrowing powers consist of four per cent. A debenture bonds, of which the present issue is £1,000,000, and four per cent B debenture bonds, the present issue being £1,250,000. Existing securities and shares will receive for each principal sum of £100—

Existing Securities	New 5 p.c. A Debenture Bonds	New 5 p.c. B Debenture Bonds	New 4 p.c. Preference Shares	New Ordinary Shares	£ s. d.
5 p.c. First Mort. 112	—	—	—	—	0 16 8
6 p.c. Prior Lien A 120	—	—	—	—	0 10 0
6 p.c. Prior Lien B 115	—	—	—	—	3 0 0
6 p.c. Secured Notes 112	—	—	—	—	3 0 4
6 p.c. Debentures 100 100	—	—	—	—	6 0 0
7 p.c. Cam. Pref. Shares 150	—	—	—	—	—
Ordinary Shares 300	—	—	—	—	—
Deferred Shares 300	—	—	—	—	—

When the plan is fully carried out, the position as regards the railway system will be that, instead of being operated under a concession for a limited period, at the expiration of which the property would revert to the Government, it will

THE
ROBINSON PIANO
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RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT.

MUSIC

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906. [116]

have the benefit of an unlimited concession, also of a very substantial reduction in taxation, while the amount of a claim on the part of the Government under the terms of the old Spanish concession to a share in the net earnings will be finally removed all this without regard to the value of the new concessions for the construction of about 420 miles of railroad. The directors confidently recommend the scheme to the various security holders, believing that it affords the best, if not the only, solution of the many difficulties which have confronted the company.

CHINESE LABOUR.

LOSS OF MONEY TO BRITISH WORKMEN.

The Johannesburg Chamber of Trade has just issued an open letter to the British workmen regarding Chinese labour on the mines. The Chamber says inter alia, "We want to put before you the benefits which this labour has conferred upon the inhabitants of the Transvaal, and also what it would mean to you and to us if the Government would insist upon their policy of prohibiting the importation of more Chinese and of repatriating the old labourers on the expiry of their contracts. The mines of the Witwatersrand employ at the present time as unskilled labourers, roughly, 90,000 Kafirs and 50,000 Chinese. It has been proved by Commissions appointed by the Government that the supply of Kafirs is not likely to improve to any great extent for many years to come. With these 140,000 unskilled labourers, the mines are able to work 7,000 stamps for crushing the rock containing gold taken out of the mines. To work these 7,000 stamps, the mines have spent about 35 millions sterling for machinery, spares and upkeep."

About 27 millions' sterling worth of this machinery was manufactured by you in Great Britain. About 16,000 white skilled workmen are employed, earning a wage of between £25—£35 per month. Before the Chinese arrived, the mines were only able to work 4,750 stamps, and only 11,000 white skilled workmen were employed. If Chinese labour is withdrawn, less than 5,000 stamps will be worked, and the value of the machinery which will have to be sold will be 11½ millions sterling."

If Chinese labour is withdrawn, about 5,000 white skilled workmen, earning £25—£35 per month, will have to join the ranks of the unemployed. If Chinese labour is withdrawn, the mines will spend 68 millions sterling less per year amongst the public. If we are allowed to continue with Chinese labour the development consequent upon new work being taken in hand will cause the mines to spend a further sum of about 6 millions annually amongst the public.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: PIERCE, FENNER & SMITH, Ltd., 5th Ed. P.O. Box 35. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

A LADY ASSISTANT immediately for CAPE WEISMANN. Please apply personally to—

H. WEISMANN, Cape Weismann.

Hongkong, 28th December, 1906. [2351]

THE GREAT NORTHERN TELEGRAPH CO. LTD. OF COPENHAGEN.

NOTICE.

HAVING been requested by the IMPERIAL CHINESE TELEGRAPH ADMINISTRATION to REFUSE ACCEPTANCE of Telegrams for WIRBALLEN, from 1st JANUARY next, whenever such messages appear to be destined for retransmission to other places in Europe in circumvention of the treaty between China and Russia, the Company HEREBY NOTICES senders that its Public Stations are instructed accordingly. Should such Telegrams nevertheless be inadvertently accepted, they are liable to be stopped at any transmitting station in China or Russia.

OLAF NIELSEN, Superintendent.

Hongkong, 28th December, 1906. [2352]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 28th January, 1907, at 11 a.m. at the Hongkong and Kowloon Wharf and Godown, at Kowloon, the following:

FOUR MOTOR BOATS (More or less damaged).

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th December, 1906. [2353]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 29th December will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 27th December, 1906. [2350]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. India.

From Australia, ex s.s. Himalaya.

From Persian Gulf, ex B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd Jan., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th December, 1906. [1]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 3rd January will be subject to rent.

All ship-damaged packages must be left in the Godowns, and bills of lading sent to this Office before the 8th January, or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Hongkong, 27th December, 1906. [2354]

NEW ADVERTISEMENTS

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.

FAVOURED with instructions, will sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 29th December, 1906, at 2.30 p.m., at his Sales Room, at No. 8A, Queen's Rd. Central, DRAPERY GOODS.

And A Lot of ITALIAN ART TERRACOTA FIGURES and VASES.

MISCELLANEOUS GOODS, PRESERVED FRENCH PEACHES, DRIED APPLES, &c.

TERMS—As Usual.

Hongkong, 28th December, 1906. [2355]



PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On WEDNESDAY, the 23rd January, 1907, commencing at 3 p.m., on Board the "RAMBLER," the following:

H.M. Surveying Vessel, "RAMBLER,"

Single Screw, Composite-built, Copper Sheathed.

Displacement ... 835 Tons.

Indicated Horse Power ... 650 N.D.

Extreme Length ... 163 ft. 3 in.

Extreme Breadth ... 29 ft. 6 in.

Build ... 1840.

Engines ... Compound Surface Condensing, Horizontal, by Elder.

Propeller ... One Griffith's Gun metal.

Boiler ... Three Cylindrical Direct Tubular.

Load on Safety Valve ... 60 lbs.

Distilling Condenser ... Two Normandy's.

Single No. 10 distilling 2,688 gallons of water per 24 hours.

HULK "MIDGE,"

Late Twin Screw Gun Vessel, 401 tons, Composite-built, Copper Sheathed.

Length ... 155 ft. 0 in.

Breadth ... 25 ft. 0 in.

To be Sold as they now lie in Hongkong Harbour, with all Fittings, &c., on board.

A list of Fittings, &c., to be Sold with H.M.S. "RAMBLER" may be seen at the Office of the Naval Store Officer, H.M. Naval Yard.

The Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, &c.

The Vessels will be OPEN TO INSPECTION for Seven days before date of Sale, between 10 a.m. and Noon and 2 and 4 p.m. (Saturday and Sunday excepted).

Inspecting Orders can be obtained from the Auctioneers.

TERMS—Cash before delivery. 25 per cent of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within 7 days after date of Sale.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 28th December, 1906. [2356]

INTIMATIONS

NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 1056 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 31st instant, and TUESDAY, 1st January, 1907.

Hongkong, 28th December, 1906. [2357]

THE "ALL NATIONS" HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in a position to receive Pupils of all ages, either with or without board and lodging. For a thorough practical education, no better School can be found on the China Coast. Fees very moderate. Applications at No. 7, Camaroon Road, Kowloon, or address Mr. F. L. CLYDE, the Principal, at the College.

Hongkong, 25th December, 1906. [2341]

PRIVATE INFORMATION BUREAU.

ANY person wishing to obtain Private Information on any subject of legal concern should apply to the SOUTH CHINA INFORMATION BUREAU AND INQUIRY OFFICE, No. 14, Des Vaux Road Central, 2nd floor. The Bureau is managed by one who is thoroughly acquainted with the customs, habits, manners and language of the Europeans, Chinese and nearly every other nationality found in Hongkong and neighbourhood, assisted by a thoroughly competent staff. Charges very moderate. Office hours from 2.30 to 7 p.m. daily.

Hongkong, 25th December, 1906. [2342]

NOTICE.

TENDERS with Sample submitted, are invited for 50,000 AUSTRALIAN HARDWOOD SLEEPERS, name GRAY Gum or Iron Birch size 9" by 6" by 8 feet delivery c.f.i. to be made at Wanchai Railway Wharf not later than end of July, 1907.

Tenders in Hongkong currency will be opened on the 4th February, 1907, at 2 p.m., at the Railway Office, Wanchai, Canton. All Tenders must be accompanied with a Certified Cheque or Cash for \$200 as security of good faith which will be returned if tender is not accepted. The Company is not bound to accept the lowest or any Tender.

By Order,

K. G. KWONG, Engineer in Chief.

Yuet-Han Railway, Canton, 22nd December, 1906. [2327]

GRACA & CO.,

DEALERS IN

PICTORIAL VIEW POSTCARDS

and

POSTAGE STAMPS.

STALL AT

HONGKONG HOTEL CORRIDOR.

Hongkong, 22nd December, 1906. [2307]

THE

DIRECTORY AND CHRONICLE

FOR 1906.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), On MONDAY, the 31st December, 1906, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, (Corner of Lee Hing Street), AN ASSORTMENT OF ARTICLES suitable for New Year's Gifts:

Also 29 Cases PERINET and WILS CHAMPAGNE, 80 Cases COGNAC-MARIE, BRIZARD and ROGER 3 STARS, 100 Cases SCOTCH WHISKY;

And 100 Boxes MESSALINA CIGARS.

Special Holiday Stock in Beauty Gift Boxes.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th December, 1906. [2344]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instruction from the Executors of the Mortgagee to sell by Public Auction, On MONDAY, the 7th January, 1907, at 3 p.m., at his Sales Rooms, Duddell Street, the following:

VALUABLE LEASEHOLD PROPERTY Situated at Victoria in the Colony of Hongkong, namely:

All that piece or parcel of Ground situate at Victoria, aforesaid, registered in the Land Office as Inland Lot No. 729; area 49,039 square feet or thereabouts; Terms 99 years annual Crown rent \$2,400 together with all the messuages thereon known as Nos. 200, 210, 212, 214, 216, 218, 220, 222, 224 and 226, THIRD STREET, Victoria, aforesaid.

For Further Particulars and Conditions of Sale, apply to—

S. W. TSO, Solicitor for the Mortgagee, or

GEO. P. LAMBERT, Auctioneer.

Hongkong, 24th December, 1906. [2334]

FOR SALE

FOR SALE.

BRICK AND STONE BUNGALOW, at the PEAK called

"THE HAYSTACK,"

with about 2 Acres of Ground attached. Built on Farm Lots Nos. 69 & 71.

For Particulars, apply to—

O. K. MOSS, Care of Alex. Ross & Co., 4, Des Vaux Road Central.

Hongkong, 1st December, 1906. [2293]

ST RAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 283 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 899 YEARS' LEASE.

For Particulars, apply to—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. [153]

THE "DAILY PRESS."

ILLUSTRATED

TYPHOON

PAMPHLET

CONTAINING A FULL ACCOUNT of the TYPHOON of September 18th, 1906, Illustrated by 20 PHOTOGRAPHIC VIEWS.

PRICE 50 CENTS CASH.

Copies may be obtained from the Daily Press Office or from the Local Booksellers.

Hongkong, 28th November 1906. [2160]

BOARD AND RESIDENCE.

BOARD AND RESIDENCE.

MRS. GILL LANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 20th September 1905. [1751]

FIRST-CLASS BOARD & RESIDENCE

"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tang Yuen").

Hongkong, 27th June, 1905. [43]

BOARD AND RESIDENCE.

OFFERED in WELL APPOINTED HOUSE, Fine View, every Comfort, Large Verandah Upper Local.

Apply to—Care of "Daily Press" Office, Hongkong, 18th October, 1906. [1393]

TO LET

TO LET

2ND FLOOR of No. 6, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—

TATA & CO., Hongkong, 24th December, 1906. [2333]

TO LET.

NO. 52, CAINE ROAD.

4 New Houses in KENNEDY ROAD, near Wan Chai.

No. 18, McDONNELL ROAD, "TANG YUEN."

Apply to—SAM WANG CO. LTD., 81, Queen's Road Central, Hongkong, 13th November, 1906. [2037]

TO LET

TO LET.

"DURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental.

Apply to—SPANISH PROCURATION, Hongkong, 13th October, 1906. [1892]

TO LET.

A HOUSE in KNUITSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., Hongkong, 1st August, 1906. [79]

TO LET.

ONE GODOWN at East Point close to the Water suitable for the storage of any Cargo. Floor Area 4,100 square feet.

Apply to—JARDINE, MATHESON & CO., Hongkong, 16th October, 1906. [1922]

TO LET.

(Either in WHOLE or in PART).

"THE ACACIAS" and "THE GROVE" having 28 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well-ventilated, with Electric Lights and Bells completely installed.

Apply to—E. M. HAZELAND, No. 35, Queen's Road Central, WING-ON, Contractor, No. 34, D'Aguiar Street.

Hongkong, 19th July, 1906. [1438]

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding House or Club.

"ARDSHEAL" No. 111 PEAK (Furnished) from 1st March, 1906, for about 20 months.

No. 3, CAMERON VILLAS, PEAK.

No. 7, DES VEAUX VILLAS, PEAK.

No. 4, CONDUIT ROAD.

No. 3, ARBUTHNOT ROAD.

No. 73, WYNDHAM STREET.

BEACONSFIELD ARCADE, Fine Shops Office and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

No. 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor, (over Aches).

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

TO LET OR FOR SALE, NEW HOUSE on Mount KELLY, Five Rooms, on Rural Building Lot No. 117.

Apply to—Linstead & Davis, 3rd Floor, Alexandra Building, Hongkong, 2nd November, 1906. [2022]

TO LET ON LEASE.

FROM 1st JANUARY, 1907.

NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.

Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.

Apply to—ARRATON V. APCAR & CO., 45, Wyndham Street, Hongkong, 24th October, 1906. [1807]

TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.

Apply to—DEACON, LOOKER & DEACON, Hongkong, 5th December, 1906. [2224]

TO BE LET.

FURNISHED.

FROM THE 2ND WEEK IN APRIL NEXT.

66 IAN MOR' PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD., Hongkong, 18th December, 1906. [230]

TO LET.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELTA	About 29th December	Freight and Passage.
LONDON, &c., via usual ports	DELHI	Noon, 29th December	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR	About 3rd January	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAVA	About 6th January	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th December, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI TSINGTAO and CHEFOO	"YINGCHOW"	On 28th Dec., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 29th Dec., 4 P.M.
SHANGHAI	"SHAOHSING"	On 29th Dec., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 30th Dec., daylight
MANILA	"TAMING"	On 2nd Jan., 4 P.M.
SHANGHAI	"YCHOOW"	On 4th Jan., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CATANS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 5th January.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REMICED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th December, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW, AMOY and FOCHOW	"JOSHIN MARU"	SUNDAY, 30th Dec., at DAYLIGHT.
ANPING VIA SWATOW and AMOY	"FUKUSHU MARU"	SUNDAY, 30th Dec., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th December, 1906.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.
WILL BE DESPATCHED AT NOON,
ON
SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

F.A.R.E.S.:

To MARSEILLES—£31 First and £42 Second Saloon,
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS,
HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ EITEL FRIEDRICH	WEDNESDAY
SEYDLITZ	2nd January
PRINZ HEINRICH	WEDNESDAY
GNEISENAU	18th January
PREUSSEN	WEDNESDAY
PRINZESS ALICE	30th January
PRINZ LUDWIG	WEDNESDAY
ZIETEN	13th February
PRINZ REGENT LUITPOLD	WEDNESDAY
PRINZ EITEL FRIEDRICH	27th February
	13th March
	WEDNESDAY
	27th March
	WEDNESDAY
	10th April
	WEDNESDAY
	24th April
	WEDNESDAY
	8th May

ON WEDNESDAY, the 2nd day of JANUARY, 1907, at Noon, the Steamship
"PRINZ EITEL FRIEDRICH," Captain Melchior, with MAILS, PASSENGERS,
SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on TUESDAY, the 1st Jan. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 1st Jan. Cargo and
Specie should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	481 0 0	242 0 0	222 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	91 0 0	63 0 0	33 0 0
TO NEW YORK VIA SUEZ	65 0 0	44 0 0	24 0 0
VIA NAPLES, GENOA OR GIBRALTAR	97 0 0	68 0 0	36 0 0
VIA BREMEN OR SOUTHAMPTON	64 0 0	44 0 0	26 0 0
return	115 0 0	78 0 0	47 0 0
return	63 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
Genoa or Gibraltair, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port SAID.

JAPAN-CHINA-AUSTRALIAN LINE VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
BRISBANE, SYDNEY AND MELBOURNE.

STEAMER	SAILING DATES
SANDAKAN	1783 tons ... FRIDAY, 4th Jan.
MANILA	1780 tons ... FRIDAY, 1st Feb.
PRINZ WALDEMAR	3277 tons ... THURSDAY, 28th Feb.

ON FRIDAY, the 4th JANUARY, at Noon, the Steamship "SANDAKAN"
Captain Wiedig, with Mails, Passengers and Cargo, will leave this Port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$50.00	\$30.00	\$20.00
TO BRISBANE	\$28.00	\$18.10	\$14.00
TO SYDNEY	\$28.00	\$20.00	\$14.00
TO MELBOURNE	\$28.00	\$23.00	\$15.00
TO YOKOHAMA	\$28.00	\$24.10	\$16.00
TO KOBE	\$28.00	\$24.10	\$16.00
TO YOKOHAMA and back from KOBE	\$95.00	\$70.00	\$50.00
to HONGKONG	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$27.00, 2nd Class \$18.00, 3rd Class \$14.00.

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San Francisco by the O.R.S.S. Co's steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	"PRINZ HEINRICH"	... Wednesday, 2nd Jan.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	"GNEISENAU"	... Wednesday, 16th Jan.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co's steamers, P.M.S.S. Co., O. & S.S. Co., Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltair

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELOHRS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.
CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.
CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELOHRS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS	(Subject to Alteration)	ARRIVE VANCOUVER
R.M.S. "TARTAR"	4,425 tons ... WEDNESDAY, 9th Jan.	2nd Feb.
"EMPERESS OF CHINA"	6,000 tons ... THURSDAY, 17th Jan.	4th Feb.
"MONTEAGLE"	6,133 tons ... WEDNESDAY, 23rd Jan.	16th Feb.
"EMPERESS OF INDIA"	6,000 tons ... THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN"	3,882 tons ... WEDNESDAY, 20th Feb.	16th Mar.
"EMPERESS OF JAPAN"	6,000 tons ... THURSDAY, 14th Mar.	1st April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.
SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,
and 20 days from HONGKONG. The through transit to LIVERPOOL being 23 days from YOKOHAMA.

Hongkong to London, 1st Class, via St. Lawrence \$260; via New York \$262.

Intermediate on Steamers:
and 1st Class Railways, "240," "240," "240."
R.M.S. "MONTEAGLE," "ATHENIAN" and "TARTAR" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pender Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPARTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN	Second half of December	JAVA PORTS	Second half of December
TJILATJAP	JAVA	First half of January	JAPAN	First half of January
TJIPANAS	JAPAN	Second half of January	JAVA PORTS	Second half of January
TJIBODAS	JAVA	Second half of January	JAPAN	Second half of January
TJILIWONG	JAPAN	First half of February	JAVA PORTS	First half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 17th December, 1906.

[16]

MITSU BISHI DOCKYARD AND ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK."
A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length ... 722 feet.
Length on Blocks ... 714 "

DOCK No. 1.
Extreme Length ... 593 feet.
Length on Blocks ... 583 "

DOCK No. 2.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 4.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 5.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 6.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 7.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 8.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 9.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 10.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 11.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 12.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 13.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 14.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 15.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 16.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

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Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 18.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 19.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 20.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 21.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 22.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 23.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 24.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

DOCK No. 25.
Extreme Length ... 571 feet.
Length on Blocks ... 561 "

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA. In connection with Indos
China Steam Navigation Co's fortnightly
service between CALCUTTA and SINGAPORE
from CALCUTTA for C.A.P. Ports every 14 days
For Freight and further particulars, apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong 4th August, 1888.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch boat, 1,700 tons, 10 guns,
3,900 h.p., Comdr. E. La T. Leatham,
Manila

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